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- 1. REF PARA 1: UNDERSTAND PKG TURN ON PROBLEM WAS APPARENTLY CAUSED BY A BAD PKG CONTROL PANEL.
- 2. REF PARA 2: PROJ HQS AGREES THAT PROFILE DOES NOT ALWAYS DEPICT ACTUAL AIRCRAFT PERFORMANCE.
- 3. REF PARA 3: FLIGHT PLAN DATA BASE IS PRESENTLY HIGH ALT CRUISE PROFILE CHART (FIG A5-7). PROJ HQS PRESENTLY CHANGING COMPUTER PROGRAM TO REFLECT THE SPECIFIC RANGE CHART (FIG A5-5) USING THE MAX AB CURVE. THIS CHANGE WILL BE INCORPORATED INTO FLIGHT PLAN ASAP. UNDERSTAND DROPPING OFF AT PROGRAMMED END AR PT MAY REQUIRE ROUTINE USE OF THE FUEL OPTION ROUTE HOME.

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	2. REF PARA 2,					
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B. PROJ HQ SC&DM DATA WAS ORIGINALLY USED TO VERIFY
CAMERA TURN-ON POINT FOR THIS MISSION. INCREASED SCAN RATE
OCCURS ON LINE NUMBER 760 OF SC&DM AT 21-28N; 103-58E. THESE
COORDINATES IN AGREEMENT WITH FIRST PHOTO ON THIS FLIGHT
LINE AS VERIFIED BY NPIC ANALYSIS.

3. REF PARAS 3A AND 3C, REF B:

A. THE COMPUTER FLIGHT PLAN USED FOR MISSION EXECUTION IS BASED ON PUBLISHED PERFORMANCE DATA CONTAINED IN THE A-12 UTILITY FLIGHT MANUAL AND MUST CONTINUE TO BE USED AS OUR PLANNING BASE UNTIL CHANGED BY SUBSEQUENT FLIGHT TEST DATA AND REPUBLISHED BY LAC. PROJ HQ AGREES THAT DUE TO TEMPERATURES, CLIMB AND DESCENT RANGES MAY NOT BE ACCURATE AS PORTRAYED IN THE FLIGHT PLAN. ARE YOUR COMMENTS IN THESE PARAGRAPHS PROPOSING/RECOMMENDING CHANGES TO THE EXISTING A/R PROFILE (FIG 3, CHAP III OF TAC DOCTRINE)?

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4. REF PARA 3B OF REF B:

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FUEL DECISION POINT ABEAM HAINAN ISLAND WAS INTRODUCED AS DECISION POINT TO BE USED AS NECESSARY TO ARRIVE KADENA WITH 10,000 LBs. PROJ HQ DESIRES THAT IT CONTINUE TO BE USED IN THIS MANNER.

5. REF PARA 4 OF REF B:

NOTED. MAKES GOOD SENSE TO TAKE ADVANTAGE OF BETTER
70 STACT C C
CLIMB PERFORMANCE AND GET HOME WITH MORE FUEL PROVIDED
MISSION REQUIREMENTS NOT JEOPARDIZED.

6. FYI, PROJ HQ CONVENES A FORMAL CRITIQUE THREE DAYS
AFTER EACH OPERATIONAL MISSION IS FLOWN. DURING HQ CRITIQUE,
APPROPRIATE STAFF MEMBERS RECAP ALL ASPECTS OF THE MISSION.
THIS ACCOMPLISHED WITH DATA AVAILABLE; I.E., SC&DM, PILOT BRIEF/
DEBRIEF TAPES, SYSTEM VI READOUT, FILM, RCM REPORTS, ETC.

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A. UNDERLYING PURPOSE OF THIS FORMAL REVIEW IS IMPROVED OPERATION AND PRODUCT IMPROVEMENT.

B. IF NOT ALREADY BEING DONE, REQUEST SIMILAR FORMAL MISSION CRITIQUE/REVIEW BE ACCOMPLISHED AT KADENA.

END OF MESSAGE

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1. DURING RECENT PROJ HQS CRITIQUE/REVIEW OF BX6732, FOLLOWING TWO DISCREPANCIES NOTED IN OPERATIONAL MISSION OPERATING PROCEDURES:

A. CAMERA OPERATION:

STIPULATED IN THE

(1) NPIC PHOTO PLOT OF THE MISSION PHOTOGRAPHY
VERIFIES THAT THE FIRST IDENTIFIABLE FRAME ON THE
SECOND PASS IS NUMBER 509. COORDINATES OF THE NADIR
POINT AT THIS TIME ARE 21-28N; 103-58E INDICATING THAT
CAMERA TURN ON WAS ACCOMPLISHED APPROXIMATELY SIX
MINUTES LATER THAN PROGRAMMED TURN ON TIME/POINT

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	WITH ALL PROJECT PILOTS AND PARTIC	JLARLY WI	ТН	(F
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	IN CAMERA OPERATION ON SECOND PASS	. PLS ADV	ise proj	
	HQS RESULTS YOUR DISCUSSION THIS SUB	JECT.		
	(3) IT IMPERATIVE THAT CAMERA C	n/off po	INTS/TIME	5
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20/(1/(B. DROPPING OFF THE BOOM PRIOR TO	END A/R		
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25X1A	END OF SECOND A/R.	AT THIS PO	INT AIRCRA	FT
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ACROSS DENIED. REALIZE THIS PROCEDURE IMPROVES FUEL
RESERVE OVER DESTINATION HI-CONE; HOWEVER, PROJ HQ
DOES NOT CONSIDER IT DESIRABLE FOR FOLLOWING REASONS:

(1) THE DECREASED CLIMB DISTANCE AVAILABLE DEGRADES
CAPABILITY TO MAKE GOOD MINIMUM PENETRATION ALTITUDE/
SPEED THUS DIRECTLY AFFECTING VULNERABILITY FOR
SECOND PASS.

(2) AIRCRAFT IS OPERATING OUTSIDE THE COORDINATED/
APPROVED AIRSPACE BLOCK.

NOTE: FYI SC&DM DATA FROM BX6733 VERIFIES SAME EARLY DROPS OFF THE BOOM FOR A/R #2.

2. EXCEPT FOR FLIGHT SAFETY CONSIDERATIONS; I. E., WEATHER, FUEL RESERVES, THREAT FROM ENEMY DEFENSES, ETC., OPERATIONAL

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